

meet the appropriate military specification stated in this paragraph. Glass cloth shall meet Military Specification MIL-Y-1140, Class C, form 4, No. 1000-150. Woven roving shall conform to Military Specification MIL-C-19663, Style 605-308 or Style 605-604. Other glass materials equivalent in strength, design, wet out, and efficiency will be given consideration upon request.

(3) *Laminate*. All exposed surfaces of the finished laminate shall present a smooth finish, and there shall be no protruding surface fibers, open voids, pits, cracks, bubbles or blisters. The laminate shall be essentially free from resin-starved or overimpregnated areas, and no foreign matter shall remain in the finished laminate. The entire laminate shall be fully cured and free of tackiness, and shall show no tendency to delaminate, peel, or craze in any overlay. The laminate shall not be released from the mold until a Barcol hardness reading of not less than 40-55 is obtained from at least 10 places on the nongel coated surface, including all interior inner and outer hull surfaces and built-in lockers. The mechanical properties of the laminate shall meet the requirements for a Grade 3 laminate as specified in Table I of Military Specification MIL-P-17549. Other grades will be given consideration on specific request. For the prototype boat of each design made by each manufacturer, the layup shall be made of unpigmented clear resins so that all details of construction will be visible for inspection and test panels representative of each prototype layup shall be tested in accordance with MIL-P-17549.

(4) *Weights of F.R.P. lifeboats*. (i) The variations in weight between the fibrous glass reinforced plastic in the prototype F.R.P. lifeboat and the fibrous glass reinforced plastic in the production F.R.P. lifeboat shall be within 5 percent. This weight shall be for the F.R.P. sections only and shall not include the weight of any hardware or equipment.

(ii) When assembling two similar sections as indicated by categories B and D of paragraph (a)(2) of this section, the weights of the matching F.R.P. pieces shall be within 5 percent of each other.

(iii) The recorded weights of the items indicated in paragraphs (b)(4) (i) and (ii) of this section shall be kept by the manufacturer, with each boat listed by size, type, and serial number.

[CGFR 65-9, 30 FR 11467, Sept. 8, 1965, as amended by CGD 72-133R, 37 FR 17039, Aug. 24, 1972; CGD 82-063b, 48 FR 4782, Feb. 3, 1983; CGD 95-072, 60 FR 50467, Sept. 29, 1995; CGD 96-041, 61 FR 50733, Sept. 27, 1996]

§ 160.035-9 Cubic capacity of lifeboats.

(a) *Definitions*. The following definitions apply to the measurement of a lifeboat to determine its cubic capacity.

(1) *Length (L)*. The length is the distance in feet from the inside of the plating or planking at the stem to the corresponding position at the stern. In the case of a boat with a square stern, the after terminus is the inside of the transom.

(2) *Breadth (B)*. The breadth is the distance in feet over the plating or planking at the point where the breadth of the boat is greatest.

(3) *Depth (D)*. The depth is the distance in feet amidships inside the plating from the top of the keel to the level of the gunwale. The depth used for calculating purposes shall not exceed 45 percent of the breadth.

(4) *Sheer*. Lifeboats shall have a sheer at each end at least equal to 4 percent of the length, and a sheer at the quarter points of at least 1 percent of the length. If less sheer is provided, the depth used to determine the cubic capacity shall be assumed to be reduced so as to achieve this minimum sheer.

(b) *Formula*. The cubic capacity shall be determined by the following formula:

$$L \times B \times D \times 0.64$$

In the case of lifeboats with unusual proportions, the Commandant may require that the cubic capacity be calculated by exact measurements from which the exact seating capacity may be determined.

(c) *Motor-propelled lifeboat*. The cubic capacity of a motor-propelled lifeboat shall be determined in the same manner as an oar-propelled lifeboat and then deducting from the gross volume, a volume equal to the engine box

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and accessories, and when carried, the radio cabin, searchlight, and their accessories. The volume of such equipment extending above the sheer line need not be deducted.

[CGFR 65-9, 30 FR 11467, Sept. 8, 1965, as amended by CGD 95-028, 62 FR 51213, Sept. 30, 1997]

§ 160.035-10 Number of persons allowed in lifeboats.

(a) The maximum number of persons for which the lifeboat may be rated is determined as noted in paragraphs (a) (1), (2), and (3) of this section. The smallest number obtained is the number to be used.

(1) The number of persons which a lifeboat shall be permitted to accommodate shall be equal to the greatest whole number obtained by dividing the capacity in cubic feet by the factor shown in Table 160.035-10(a). The net cubic capacity shall be determined by § 160.035-9(b).

TABLE 160.035-10(A)

Length in feet—		Factor
Of—	But less than—	
18	18	14
20	20	13
22	22	12
24	24	11
24	Or over	10

(2) The number of persons permitted in the lifeboat shall not exceed the number for which seating space is provided as determined by drawing figures to scale of a size as noted in Figure 160.035-10(a)(2) on an arrangement plan of the lifeboat.

(3) The number of persons permitted in the lifeboat shall not exceed the number of persons wearing life preservers which can be seated in the lifeboat without interfering with the use of the oars or the operation of other propulsion equipment.

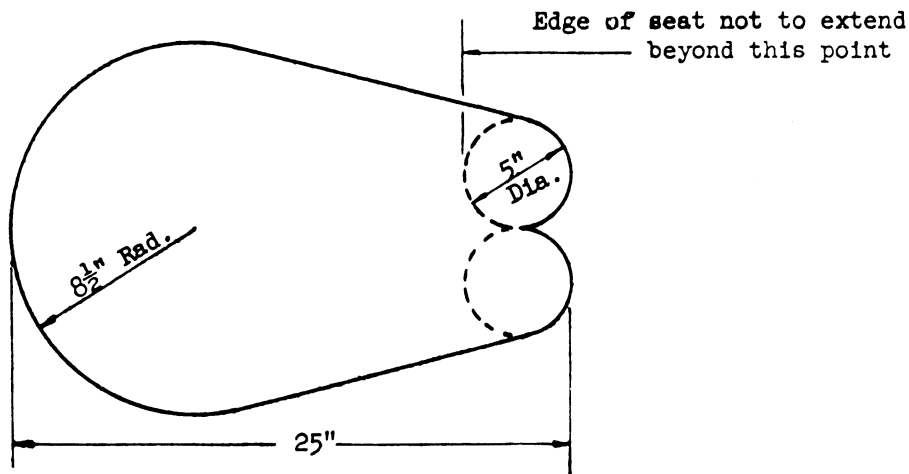


FIGURE 160.035-10(A)(2)

(b) [Reserved]

§ 160.035-11 Inspection and testing of lifeboats.

(a) *General.* Coast Guard marine inspectors shall be admitted to any place in the builder's factory where work is

done on these lifeboats or component materials or parts. Lifeboats shall be inspected during the course of construction to determine that the arrangements and materials entering into the construction are in accordance with approved plans, and to insure that